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The Indiana Teamster

"Serving the Indiana Teamster Movement"

Vol. III

Indianapolis, Indiana, August, 1944

No. 12

Republican Party Is Employers' Organization While Democratic Is Labor's, Says Flynn

Indiana Teamsters Praise State Police Order to Enforce Safe Driving

Stiver Issues Arrest Decree For Speeders

By SCOTT ARMSTRONG

Full cooperation with the Indiana State Police in enforcing wartime regulation of motor truck traffic speed has been pledged by the Indiana State Drivers Council, representing 25,000 truck drivers in this state.

Members of the council, who are local leaders of the International Brotherhood of Teamsters, declared that an order issued August 7 by Don F. Stiver, superintendent of the State Police, would do much to ease the critical transportation situation resulting from a shortage of heavy-duty tires, and would also contribute to safety on the highways.

Union Teamsters are themselves observing all speed and other safety regulations, it was said, but report that the law is being violated consistently by others.

Superintendent Stiver's "crack-

(Continued on page 3)

INDIANAPOLIS MILK CO.

PAYS WLB-GRANTED RAISE BUT RENEGS ON CONTRACT

By ruling of the War Labor Board, the Weber Milk Co. has granted increased wages to about 20 employees, members of Teamsters Union, Local 188, and given them back pay, dating to April, 1943.

Increase was of six per cent for inside workers and one-fourth cent for wholesale drivers. Back pay checks ran to \$100 or more for a number of the members.

The WLB's decision, arriving late in July, was rendered after a series of negotiations. Last November the board decided in favor of the union's demand for wage increases, an extra week's vacation after five years of service, maintenance of membership and check-off.

The company appealed this decision. In the second ruling the board denied the maintenance of membership and check-off demands but granted the others, and ordered the company to sign a contract with the union to this effect.

Accordingly, C. E. Davis, president of Local 188, C. R. Kinnaman, Vice President, and Lynnville G. Miles, counsel, drew up an agree-

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Distillery Cases to WLB

Certain demands involving wages and working conditions made by Teamsters Union 691 of Richmond, together with locals in Louisville and Baltimore for employees of Joseph E. Seagram and Sons, Inc., Lawrenceburg, Ind., and three other distilleries have been certified to the National War Labor Board. Announcing this action, J. R. Steelman, director of the U. S. Conciliation Service in Washington, said that the other companies concerned were Calvert, Carstairs and Joseph E. Seagram and Sons, all of Louisville.

Mayflower Driver Wins National Bravery Award



WALLACE R. WARNEKE

Wallace R. Warneke, an employe of the Aero Mayflower Transit Co., Indianapolis, has been awarded the "Promeritus" medal in recognition of meritorious service by the employees of the trucking industry. The award will be made by the executive committee of the John Bridge Trophy, Washington, D. C., according to word received by F. Elbert Glass, chairman of the Fleet Safety Division of the Indianapolis Chamber of Commerce Safety Council.

Mr. Warneke was cited for his service in action above and beyond the call of his duties as a driver for Aero Mayflower, in saving the lives of four persons near Spring City, Tenn. Only four such medals ever have been issued prior to the award soon to be made to Mr. Warneke.

The John Bridge Trophy was established by the veteran truck operator whose name it bears.

Nominations for awards are made by state trucking associations such as the Indiana Motor Truck Association, which are affiliated with the American Trucking Assn., Washington, D. C. Ernest S. Wheaton, Indianapolis, is president of the IMTA.

Driving his truck just outside of Spring City, Tenn., behind a car which suddenly was involved in an accident with an oncoming truck, Warneke brought his truck to a stop, and rushed over to the wreck. In a calm manner Warneke methodically removed two unconscious men from the truck tractor, placed them at the side of the road. Then he pried the doors of the car open and dragged out one unconscious occupant. The driver of the car, however, was pinned in by the

pedals, which were jammed down at his feet, and his hands were locked on the wheel. While Warneke worked to free the hands and feet of the driver the gas tank exploded, but he was able to free the occupant of the car and get him out before either of them was burned.

He then sent a passing motorist to a nearby town for an ambulance, took some pictures of the wreck, stopped at the next filling station to remove his burned uniform, then continued on his way.

It was only through the investigation of a local attorney that the heroism displayed by this driver was learned.

He has been given recognition by the National Safety Council according to Earl D. Porter, Safety Director for Aero Mayflower Transit Co.

The Aero Mayflower Transit Co. is entered in the National Safety Contest, and is a sister fleet to the Hogan Transfer and Storage Co. fleet, entered locally in the Indianapolis Chamber of Commerce Safety Council Fleet Safety contest.

Teamster Official Declares Existence of Union Depends On Voting Straight New Deal

By THOMAS E. FLYNN,

Executive Assistant to the General President

The International Brotherhood of Teamsters is supporting the Democratic ticket in this campaign. There is no other course for us to follow.

This does not mean that we have become a part of the Democratic party or have surrendered our right to political independence.

It means simply that the election of the Democratic ticket will be best for the members of the International Brotherhood of Teamsters, and for every working man as well.

I can state it still stronger. A victory for the Democrats is a victory for us. A victory for the Republicans is a defeat for us.

Nobody who has followed the record of both parties for the last 24 years can challenge this statement. Nobody will attempt to challenge it unless he is so prejudiced politically that his judgment is worthless.

A man who has always been a Republican will probably continue to be a Republican during this campaign. If he could swallow Hoover he could swallow anybody. And the Republican candidate in this campaign is the personal choice of Hoover and is dedicated to the same policies of ruthless free enterprise that Hoover followed to the brink of starvation—for us—not for him.

In this campaign we have the choice of two theories of government. The Republican theory is that big business and rights of private property come first.

The Democratic theory is that the individual and human rights come first.

Both parties have practiced their respective theories. We can see the results spread out before us in the last 24 years.

(Continued on page 2)



TOM FLYNN

Truckers Seeking to Smash Union Plotted Strike and U. S. Operation

MINNEAPOLIS, Minn.—A plot by over-the-road truck operators to force a strike and use the army to smash the Teamsters Union has been uncovered here, according to reliable sources.

William Wilson, head of the Wilson Cold Storage and Transfer Co. of Sioux Falls, S. D., and chairman of the Midwest Operators Association, admitted this in a letter dated January 13, to South Dakota governmental and state representatives.

The War Labor Board granted a seven-cent hourly increase to the over-the-road drivers and helpers in the 12-state midwestern area.

The Midwest Operators Association, representing the long-haul operators in seven states west of the Mississippi, is refusing to accept the WLB decision because they want a lower scale for

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Teamsters' Headquarters

Indiana State Drivers Council voted at its last meeting to provide a headquarters in Fort Wayne for delegates and others attending the annual convention of the State Federation of Labor, starting September 19.

Headquarters will be in the Anthony Hotel, according to present arrangements. It will be as commodious as can be found in a city suddenly overpopulated by a big convention.

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Vol. III

No. 12



Cheerful Giver

The "Magnanimous" Capehart would have the world know he is just that without the quotes, and you can find his picture in an Indianapolis newspaper almost any day—a picture of Homer E. giving money to a worthy cause.

He spends freely, when a photographer is around, and lets it be known, purely incidentally, that he would like to be elected to the U. S. Senate.

Generosities of Mr. Capehart have been so abundantly pictured by the Republican press that it is hard to believe this letter, which appeared in the *Hoosier Sentinel*, under date of June 28, 1940:

Editor of the Sentinel:

The Republican convention atmosphere was so heavy last Friday night that Homer E. Capehart's Cadillac stalled at the intersection of U. S. 40 and 43.

Two young men came to his rescue. They changed a spark plug, adjusted the wires, and carried three buckets of water from a nearby well. During this time Homer walked the road, called American Airlines for a reservation and hired a taxicab.

The boys worked for 30 minutes and when they got the car running, Capehart said: "I thank you, boys, want a coca cola?"

He must have thought of wages paid in Republican times. Poor fellow, he fed 54,000 Capehart Republicans, but couldn't offer to pay these two young men for their services.

AN ORGANIZATION BACKER,
Greencastle, Indiana.

What Price Human Nature

Psychiatrists who have the equipment to probe into the minds and spirits of young German prisoners of war find that they have no sense of pity or charity.

Reporting to the U. S. War Department, these psychiatrists claim that the typical German is:

"Obsessed with the idea that the weak are fair game for the strong. Preferably the way to deal with the weak is to liquidate them and get them out of the way of the strong. The typical German today has hardly less feeling of compassion for the unfortunate. He may develop some tolerance for the one who seems to be the victim of adverse circumstances beyond his control, but he will do nothing to help that unfortunate victim."

What is the difference between this international enemy—this ruthless Hun—and any Hoover-Dewey rugged individualist?

Vote Democratic

(Continued from page 1)

For the last 12 years, the Democrats have been in control of the government. For the preceding 12 years the Republicans were in control.

During the Republican period, big business had a holiday. Everything it wanted, it got from the government. Organized labor was steadily losing ground. It was fighting an uphill battle for survival.

When Roosevelt brought the Democrats to power he immediately began enacting laws to protect labor. We got the Wagner act. The right of collective bargaining became the law of the land. Organized labor had the protection of the law which the corporations had previously enjoyed almost exclusively under the Republican practice of free enterprise.

Minimum wage laws were enacted to protect underpaid work-

ers. Maximum hour laws were enacted. Overtime pay became a policy of the federal government.

Laws were enacted to protect the savings of working men in banks and to protect their homes from foreclosure. Federal agencies were set up to make it easy for a man to buy a home or a farm at fair prices. Other agencies have protected workers from price increases and have kept the war profiteers off the backs of the people.

This is the New Deal the Republicans say must go. These are the "bureaucrats" that the Republicans curse.

They hope we will forget how many bureaucrats we had under Republican administrations. The difference was that these bureaucrats were protecting the privileges of big business, not the rights of individual citizens.

If the Republicans wipe out the "bureaucrats," as they will if you let them win this election, it means that every agency to enforce the liberal laws of the Roosevelt administration will be wiped out.

The complaint of labor has been that there are not enough teeth in the law now to enforce the decisions of the War Labor Board. We need more enforcement of these laws. But we will get less, or none at all, under the Republicans.

The Republicans say that labor is being "enslaved" by the federal government. What a phony! That means they want us to think they are doing us a favor when they wipe out all the laws that protect us from being enslaved by big business.

Labor's Part in the War

The record shows that labor voluntarily surrendered its right to strike when the war came. Labor supported the war. The Republicans opposed every measure of preparedness before war came, and after it came they tried to weaken every federal regulation to protect labor from exploitation by the profiteers.

The point of the whole campaign is that big business resents the War Labor Board and every other federal agency that prevents it from turning out war millionaires on a production line.

They want free enterprise to do as they damn please.

The Republicans say they will give it to them and the record shows the Republicans will.

That is why the employers are pouring their money into the Republican campaign. That is why we are throwing our votes into the Democratic campaign.

THE REPUBLICAN PARTY IS THE EMPLOYERS' PARTY.

The Democratic party is the working man's party.

That is why we are Democratic.

If some Republican solicits your vote and tells you he is a friend of labor, ask him what he is doing on the Republican ticket.

Tell him you will believe him if he will publicly pledge his support to the policies of President Roosevelt. If he won't do that, he is not entitled to your consideration.

We are for Roosevelt and the men who will support his program. We are working against ourselves if we elect Roosevelt and a Republican Congress.

Our position in this campaign does not mean that we endorse every Democratic candidate. The South is full of black Democrats. We can't do much about them. But we can take care of the black Republicans in other states.

We are asking you to take care of them in Indiana.

The best way to do it is to vote the Democratic ticket from Roosevelt down. If you split your vote in November you may be splitting your meals in May.

FORMER TEAMSTER WINS ARMY DISTINGUISHED BADGE AND CLUSTER

Corporal James W. Wagner, 22, with the 15th AAF in Italy, former member of Teamsters Union Local 188, is the recipient of the Army Distinguished Unit Badge and Cluster. His B-24 Liberator heavy bombardment group has been cited twice by the President for participating in the low-level attack upon the Ploesti Oil Fields in Roumania, last August; and for outstanding performance of duty in action against the enemy in strategic support of the Allied Forces in the Middle East Theater of Operations.

Corporal Wagner is a member of his squadron's mess hall staff. He entered the army in July, 1942, and has spent 16 months of his service on foreign duty.

His heavy bombardment group, which is one of the oldest stationed overseas and the first to bomb the European Continent, helped chase Rommel across the deserts of Africa and off the dark continent. The group has scored major successes in the attacks upon Germany, Italy, France, and many of the Balkan countries.

Corporal Wagner also has been awarded the European-African-Middle Eastern Ribbon with three Campaign Stars, and the Good Con-

duct Medal for exemplary behavior, fidelity and efficiency.

Before entering the service, Corporal Wagner was employed by the Indiana Condensed Milk Co. in Sheridan, Ind. He is the son of Mr. and Mrs. Ed Wagner of Sheridan.

IN THE KNOW WITH KOKOMO

By O. B. CHAMBERS

Regular meeting of Local 759 is held the first Saturday night of the month, at the Labor Temple, 512 East Sycamore St., Kokomo.

The coal contract has been approved by the War Labor Board with a five-cent per hour increase, retroactive to January 1, 1944.

The long standing controversy between Miller Transfer Co. of Kokomo and Local 759 has been settled on the differences on minimum runs to drivers.

The Mohr Construction Co. has finished the blacktop job on 31 north and the Bryant Trucking Co. opens a blacktop job on 31 south. The Gast Construction Co. is starting a new job on road 2½ between Peru and Logansport.

Due to postponement of the meeting the first Saturday night in August, all members are urged to attend the September meeting.

Dale Forkner at Beckett Motor Freight has been promoted, and we wish him luck in his new job.

Another member of our Local Union, James Sharpe, has taken over the Carr Cartage Co. at Logansport, to be known as the Sharpe Cartage Co. We wish Jim luck in his new undertaking, and we know Buck Benson who works for him will be a big help.

Brother Chambers has had the past week in Wisconsin on vacation. We, at the office, rather think one of those big Wisconsin fish must have dragged him in, as we have had no word from him.

Brother Zimmerman of Armour Creamery at Rochester has been on the sick list for the past few weeks.

Several employees at the different terminals are on vacation during the month, but we have had no big fish stories from any of the members and no fish either. (Who did you say was fishing? Ed.)

Gene Maddox, a former member, now in the Armed Forces, was home on furlough and stopped in the office for a short visit before returning to camp.

Say fellows! Don't forget the tire situation is getting serious, so let's try and keep all of the trucks on the highways we can. Keep them rolling along and conserve tires.

While you're saving tires, save a few dollars too and buy War Bonds and Stamps. You'll never be sorry.



"Good morning, madam—I'm conducting a private survey of American hospitality."

Teamsters Endorse State Police Crack-Down on Speeders



By Al Lindahl

- July 1—The start of the independence month and what will be the outcome of our contract?
- July 2—This Sunday is like the lull before the storm.
- July 3—The storm of business in all of its force.
- July 4—A good many had a lengthy week-end, especially Bill Rail and family in Milwaukee, Wis.
- July 5—Pretty tough on the local drivers, they had to work on a Wednesday.
- July 6—Anyone having a 45-calibre automatic for sale, contact Ray Miller, as his son in the islands is desirous of having a side arm for added pleasures.
- July 7—Read a letter from Carl Bujtas somewhere on the Pacific, and it looked like someone had cut paper dolls out while censoring. Keep them up, Carl, maybe one will come through that we can read.
- July 8—It is reported that Elmer Wild is now in France. Sure was a fast trip since last December 28.
- July 9—A sunburned day at Eagle Lake.
- July 10—I believe Geo. Dehn has been in more camps than any other member of the services from this plant.
- July 11—It seems that there will always be a member of the Weber family at this brewery as Francis followed in his dad's shoes after 40 years and now Olga is carrying Fran's place while he is in the Service.
- July 12—It seems to me that a small badge worn by the workers would save the foremen a lot of trouble with so many visitors dropping in for a cold one these days.
- July 13—Missed the party completely, and on my birthday.
- July 14—A sudden fear each time the phone rings.
- July 15—The usual bull session with Dick Schoenenberger and Dan Lasen. The lies were of a new nature.
- July 16—Why does everybody go to Geo. Popp's at Barron Lake? (Kenedy's Resort.)
- July 17—Two gold stars added to the service flag and for two of the best fellows we have had the pleasure of working with—Frank Keszel and Tony Wlodarek.
- July 18—Have you ever seen "Cricket" Eby make the stairs at 6:29 a. m.?
- July 19—If you want to remodel your home, see "Abbie" Helmick, as he is getting quite good in the art of painting, etc.
- July 20—Gordon Weist jumps higher than Carl Teede when the phone rings. I know why on Gordon, but you Carl?
- July 21—Another night that Jim Foky won't sleep with Jim Hubbard, Ernie Makieliski and Joe Takacs, going up to his cottage for a night of fishing or?
- July 22—"Bob" Kilmer received a new headache in the dispatcher's job on the Semi's. Good luck to Vern and Jim McCain in their new field.
- July 23—The start of a long week with the "Hunk" on another vacation.
- July 24—Marge Bujtas called to give me hell as there was no copy to send to Carl. This time don't blame me, Marge.
- July 25—Suggestion for the wash-house crew. Why not get Alex O'Shima, a chin basket for that new set of store teeth he is grinning at you with?
- July 26—"Bobbie" Singleton should go back to his horse. At least they know their way home.
- July 27—Mike (Make Mine Drewry's) Granat claims all is going as well as possible on the contract, and that a federal hearing is on in the near future.
- July 28—Who took Ernie Makieliski's girl home?
- July 29—Eileen (one thumb) Bollinger back to work.
- July 30—Bruno Balestri finally found another person with a like name. Had to go to Illinois to do it.
- July 31—Plan now to attend our Giant Plant Picnic, Labor Day, at Fry's Resort, located at Chain-O-Lakes. Everybody Welcome. Come on, you Teamsters, let's hear from you!

Teamsters' Headquarters

(Continued from page 1)

and will be in keeping with the biggest union of the State Federation which is the Teamsters.

At least 106 delegates will represent the various Teamster locals of Indiana. These and others will have no difficulty in locating their headquarters if the committee appointed by President Hess of Local 414 has the sign made as big as the council ordered.

Neither will they want for refreshments if that committee acts upon the resolution offered by Brother Toth, seconded by Brother Birdsong, and unanimously carried.

Preliminary plans for the convention proper were made in Fort Wayne August 5 and 6 at meetings conducted by Carl Mullen, state president. It was agreed among other things to have both gubernatorial candidates, Senator Jackson and Ralph F. Gates, address the convention, together with a representative of the national AFL.

\$366,824,000 SETS HOOSIER RECORD IN FIFTH LOAN DRIVE

Indiana set an all-time record in the fifth war loan drive as Hoosiers were credited with a total of \$366,824,000 in bond purchases during the campaign.

The total represented more than \$100 for every man, woman and child in the state. Sale of Series E bonds totaled \$79,815,000, more than half of the \$145,989,000 for sales to individuals.

The highest previous total of war bonds sales was in the third war loan drive when \$304,000,000 were purchased by Indians.

ALLIES' LOSSES 115,665

Supreme Headquarters Allied Expeditionary Force—The allies have suffered a total of 115,665 casualties in killed, wounded or missing in France from the invasion on June 6 through July 20.

Lydia Mullen, 82,

Dies in Lebanon

Mrs. Lydia Mullen, 82, mother of Carl H. Mullen, president of the Indiana State Federation of Labor, died Aug. 7 at the Witham hospital, Lebanon, Ind.

HERE'S THE LATEST FROM TERRE HAUTE LOCAL NO. 144

By JACK REYNOLDS

Our lumber yard drivers have received their back pay of five cents per hour as awarded by the WLB recently. That's okay, boys, and how about putting part of it in War Bonds? They're really a good investment and that's one way of doing our share.

Our former business agent and trustee, Herb Gray, stopped in to see us last week. He is home on furlough after completing his basic training at Camp Roberts, Calif., and he really looks swell. From what he told us during his short visit we got the idea that he sorta likes Army life. Herb is being transferred to Camp Chaffee, Arkansas, for further training and probably maneuvers. Best of luck, Pvt. Gray.

We're sorry to report the death of Brother Harold G. Williams, age 27, who was employed by Prairie State Motor Freight Co. We would like to extend our deepest sympathy to his family.

We received a letter from one of our members who is now in Australia. He is Cpl. Judge Costello, who was a member of this local for some 14 years before Uncle Sam requested his services. Here's his address: Cpl. Judge Costello, 35368378, 1955 Ord. Depot Co. Avn. A. P. O. No. 921, care Postmaster, San Francisco, California.

NEWS FROM LOCAL 193

FRANK M. FRIEL

Next regular meeting of Local 193 will be held the second Friday in September, at 8 a. m., in the union hall, 28 West North St.

Local 193 has started negotiations on the garage contract of the Aero Mayflower Transit Co.

Roy Michels, former driver at Mayflower, paid us a visit last week. Roy has been in Ireland over a year, employed by the Lockheed Aircraft Co., and says, "There's no place like the good old U. S. A."

We have the drivers and helpers of Baldwin Piano Co. and Wilking Music Co. on application, and are working on a contract to present to the companies as soon as completed.

Warehousemen of the Pearson Furniture Co. and Hoosier Furniture Co. received a \$10 per month increase, with retroactive pay through the NWLB.

The manpower situation remains critical here and many of the companies are letting their trucks stand idle for want of drivers and helpers.

Local 193 will put forth every effort to induce its members and their families to register for the coming November election.

Shop Stewards' meeting will be held Friday, Sept. 1, in the union hall, 28 West North St.

INDIANAPOLIS MILK CO.

(Continued from page 1)ment with Winfield Hunt, of the Milk Foundation of Indianapolis and Fay Patrick, representing the company. When it came to signing the contract, however, Al Buescher, company manager reneged, vowing he would rather be carried out of his plant by soldiers than abide by a government order in war time. One good thing though, the workers got their back pay before Buescher joined the Sewell Avery gang of conscientious objectors.

EAST CHICAGO LOCAL 520 SIDELIGHTS

By STEVEN TOTH

"HELP WANTED."

Something must be wrong at the homes of our members. Some of the boys blame the Democrats. I don't know who is to blame, but I do know that the last seven babies born to members of our local are girls. Such members and with a manpower shortage! Well, I guess my daughter will have to learn to be a Teamsters' B. A.

The latest proud daddy of a girl is Julius Trojnar.

Pete Horvath, of Lake Cities Concrete Co. hit the dust last week. Pete and four yards of concrete was seen rolling around at the corner of Indianapolis Blvd. and Michigan Ave. Pete blamed it on a woman driver. I thought he turned his truck over to save tires.

City Freight Cartage contract has been settled. We got a five cent an hour raise. Our Form 10 will be sent to the War Labor Board soon.

Miner and Dunn Industrial Feeding and Inland Diner, have both signed contracts covering their salesmen. The boys will receive \$1.00 per hour and time and one-half after eight hours per day and holidays plus commission.

Will wonders ever cease? Local Union No. 520 has a road job.

At the Teamsters' Labor Research and Statistical meeting in Chicago, I was elected as a trustee. I beat my nearest opponent by a 2 to 0 majority. Michael Sawochka of Local Union No. 142 and I were the only two delegates there from Indiana. Mike did not choose to run, so I had to take the job.

Frank Potesak of the Crane Co. is back on the job again. Frank is the boy that had the argument with a Grand Trunk railroad locomotive.

I wonder why that fellow who drives those bags around on the Standard Oil job is called "Sucker."

Our members working for Refiners Petroleum Haulers, have been transferred to Hammond Local Union No. 362.

Have you stopped a moment today and offered a silent prayer for your brother over there? I have. How about helping all brothers and sons to return home soon, by investing in War Bonds?

Operators Plotted Strike, U. S. Control To Disband Union

(Continued from page 1)

drivers than in five other mid-western states. Thus, he makes it clear that the trucking companies are forcing a strike by defiance of the government's wartime agency to handle wage cases, the WLB.

Wilson's letter reveals a concerted drive to smash organized labor.

He wrote:

"We are much more fortunate in South Dakota than in many other states and one of the reasons, in my opinion, is that through this company we have put up a strenuous fight since 1937 against the inroads of these unions in our state. We have spent thousands and thousands of dollars and have temporarily stopped their progress or at least slowed it up."

He further wrote an appeal to keep unions out of South Dakota:

"It is not necessary to tell you gentlemen of the very rapid movement westward of these powerful unions and, in my opinion, what they have in mind is this: Control transportation thoroughly—closed shop, etc.—and then through transportation control ev-



DON F. STIVER

(Continued from page 1)

down" order was issued to the commanding personnel and troopers of ten state police posts after officials of the Indiana Motor Truck Association revealed that several hundred trucks had been forced out of service by the tire famine. No mercy is to be shown truck drivers who abuse tires by following improper driving practices, the order said.

"Our target in this emergency is the driver who needlessly wastes vital rubber," asserted Superintendent Stiver. "The driver who frequently has to skid his truck's tires because he is moving faster than the normal traffic flow is guilty of hindering an important war job.

"I am aware that many tons of war goods are moving over Indiana highways 24 hours a day, and our policy has been to reduce to a minimum any delay in the movement of this essential material. However, it will move in lesser quantities or not at all if truck drivers fail to take full tire conservation precautions."

The state police official appealed to truck drivers to cooperate in the "battle of miles" in the interest of bringing the war to an early conclusion. He pointed out that a breakdown in home front transportation might delay delivery of the winning punch against the enemy.

Mr. Stiver said that the current drive against truck driver violators is but an increase in the tempo of the department's highway law enforcement program.

He stated that increased bus accidents have been attributed to improper driving, and warned that bus and passenger automobile drivers face arrest on charges growing out of a disregard for tire and vehicle conservation.

The order as published in a local newspaper was read at Teamsters headquarters, 28 West North St., Indianapolis, by several of the drivers, and all voiced enthusiastic approval.

"It will be the best thing that ever happened," said one of the drivers, "if the state police do go after some of these speed fiends. I was coming in from Terre Haute only this morning and a man shot around me as though I was standing still. I was doing about 45 miles an hour as permitted by law and he must have been going 80 at least. Then he had to get in behind a car and he slammed on his brakes and dragged his tires over all that distance. How can you expect rubber to hold up under that kind of wear and tear? Of course, he ought to have been arrested."

every shipper and receiver of freight, and by that means within a short time every business house in South Dakota will be forced to put their employees in this union. This means millions of dollars of increased costs because when employees are forced to work only 30 or 40 hours a week under a union contract small businesses have no way of meeting that increased cost, and in my opinion, it would be disastrous for South Dakota businessmen."

The scheme to use the army in wartime to wreck organized labor and at the same time wreck the War Labor Board was regarded by labor leaders as one of the most bitter anti-labor plots hatched in the northwest.

Lafayette Union Head Likes Our Paper, Pans Hula Gals

LAFAYETTE NEWS BULLETINS FROM LOCAL 543

By S. W. HELTON

Miss Helen Robinson, former secretary of this office has taken a job with the U. S. Civil Service at Washington, D. C. Miss Robinson will be missed by the membership very much. Miss Bette Cavanaugh, however, who has taken her place, I am sure, will be just as efficient and capable as she has had previous experience in the labor movement.

As of July 21, we received approval from the WLB of our Ingram-Richardson agreement, retroactive from November 16, 1943. This approval carries an increase to 3.7 cents per mile and 7 cents per hour and was just 25 days in being approved. Our thanks goes to Brother Hindley of 10 North Clark St., Chicago.

The final meeting with the City Freight & Furniture group was held July 26 before Arbitrator Hampton. As yet we have received no notice of his decision.

All is well again with the Fauber Ditch job on 52.

Our agreement on wage increase for the boys at the Goodland Dairy was denied at Chicago. Same is being taken direct to Washington.

We were unable to reach an agreement with Hicks Body Co. at Lebanon and have requested the services of an arbitrator. The vacation provision and wages caused the difficulty.

Brother Rabanus was home again over Saturday and Sunday from Camp McCoy, Wisconsin. He looks fine, but likes the Army life no better.

The work on State roads 41 and 13 is progressing at full speed now. We are contending with some of the boys under Pat Hess and O. B. Chambers on 13.

Employment on Increase

INDIANAPOLIS—Increased production in transportation equipment and chemical industries in July outweighed substantial employment losses in iron and steel and machinery groups, causing the first upturn in state employment in seven months, Everett L. Gardner, Indiana Employment Security Division director, reported, Aug. 9.

AFL Survey Reveals Corporate Profits Doubled As Wages Lag

Corporations are making the big money out of the war and the workers are paying for it "by the dollar left out of their pay checks," the AFL charges in its current *Labor's Monthly Review*.

In the case of corporations it was possible to obtain figures after taxes, and these show that net earnings of corporations were still 101 per cent higher than their pre-war earnings.

In other words, during the war years 1939-43 corporations showed a greater increase in earnings after payment of taxes than workers and businessmen were able to show before paying their taxes.

As a result, said the study, only six per cent of American workers today receive a straight time wage rate high enough to provide their families a health and efficiency standard of living once the war ends and industry is compelled (to spread employment) to return to a 40-hour week. In addition, millions of workers will have to shift from relatively high paid war production jobs to lower paid civilian work.

ON THE BANKS OF THE WABASH WITH LOCAL 417

By CHARLES MILLER

We recently received approval of our dairy contract by the War Labor Board which provided for an increase of four cents per hour for inside employees, and \$3.00 per week for the freight drivers. The freight drivers were allowed \$1.75 per week. However, this is being appealed.

We now have eight to ten members working for Calumet Paving Co. on their highway 50 job. We hope to have more in the near future.

Just received a call from Reith & Riley Construction Co. that they intend to start their job in Loogootee, Ind., the first week of August.

The C. J. Mortze Construction Co. of Effingham, Ill., informed us that their Lawrenceville, Ill., job will get under way the first or second week in August.

We are appealing to our membership to take care of those truck tires. We understand Rogers Cartage Co. now has one unit parked for lack of tires. So let's be careful with those tires!

A recent visitor to the Union office was Brother Marlin Beaman of the U. S. Navy. Brother Beaman has just completed his boot training at Great Lakes, Ill. Before entering the service, Brother Beaman was a trustee of the local and also acted as steward at the Tip Top Creamery. Brother Beaman was very active in the affairs of the local, so we know he will be the same in the Navy.

We now have the over-the-road contract signed with the Bringwold Transfer Co. of Vincennes. We have been trying to get this done for some time, but were successful only after the drivers took a week off to go fishing.

All over-the-road contracts have been signed and back pay paid, excepting Dunes Trucking Co. However, we expect to settle with Mr. Dunes some time this week.

Employees of the Schulze & Burch Biscuit Co. of Washington, Indiana, have taken out membership with Local 417. We expect to start negotiations for a contract immediately.

Despite the fact that farmers' average income has increased during the war by 204 per cent, the study does not charge that farmers are making too much money. Pointing out that the farmers' average income has gone up from \$691 to \$2,103, the study said: "The war has brought a much-needed increase for millions of farmers who were desperately poor."

Small Business Gains

Nor does the study complain of the 94 per cent increase in incomes that the war has brought to business men, since this group is made up largely of small business whose average income before the war was comparatively low.

Corporations, the study shows, are the ones that have been making the big money out of the war. That is especially true of some 1,400 large corporations, including 95 per cent of the nation's largest companies, which earned (after payment of taxes) 7.9 per cent on net worth in 1939 and 10.4 per cent in 1943.



IVAN GRENAT

S. W. Helton, secretary-treasurer of Teamsters Union, Local 543, with headquarters in Lafayette, has just received a letter from Ivan Grenat, business Agent and president of that local until his entrance in the armed services. He says some good things about THE INDIANA TEAMSTER and we're sure all of its readers have plenty of good to say for him. Hurry back to your job, Brother Grenat!

July 15, 1944.
Saturday, 3:00 p. m.

Dear Friend Si:

Received a few days ago your letter with the Teamster enclosed. Was glad to hear from you, and am always glad to read good labor news.

The mates here all enjoyed the paper, in fact, it was passed around until the paper was worn so much I couldn't get a couple of articles I wanted to send home.

I'm surely glad to see some one come out with the real truth on the views of some of our honorable representatives, especially the Ham Fishes and Chas. Hallecks.

One can always depend on a good labor paper to produce the facts on these so-called representatives of the people.

It gives a person in service a lot of pleasure to know there are those at home who are interested in the people's welfare rather than one-sided politics.

Hope by now you are all settled on your freight and furniture agreement and that everything is coming along okay for everybody there.

Would have written sooner, but

since we came here there has been plenty to do. We are baking for more now than at any time since we left Peary.

However, I have been in Honolulu a couple of times. We have liberty every seventh day from 9:00 a. m. until 6:30 p. m.

They speak of the beautiful gals in grass skirts here. Don't let any one kid you. I'm sure as hell ready to go back to good old Lafayette any time now.

If this paper looks a little dull, Si, don't blame me, it's some of the dust that blows around here. Personally I'm getting used to it.

Well, old man, I sure would like to be there and out fumble you on a couple, but I guess we will have to wait a while for that. Also would like to drink one with you in Frankfort.

I'll close for now and will try and do better next time.

Very truly your friend,

IVAN,
P. S. Hello to everybody.

P. S. 2. Don't forget to send me the paper. Write soon.

Brother Grenat's address is:
I. C. Grenat Bkr. 2/C,
28 N. C. B. (Special)

F. P. O. San Francisco, Cal.

Indianapolis Drivers Needed For City-Wide Paper Collection

An appeal to all Indianapolis Teamsters to help in a waste paper collection on Sunday, August 20, has been made by the Indianapolis Victory Waste Paper Campaign.

Sponsors have notified all residents to have their bundles of scrap on the sidewalks on that date, and are now drumming up trucks and drivers to collect the bundles.

Drivers should report their willingness to donate four or five hours for the collection to Russell Houze, president of Teamster Union Local 193, 29 West North St., Lincoln 8622. Otherwise they can fill in a coupon, being published currently in the Indianapolis dailies, and mail to Room 1205 Roosevelt Bldg.

Money obtained from the collection will be donated to the Indianapolis Chapter of the American Red Cross, canteens of which will be on hand to furnish food to the volunteers.

To date 100 members of the Junior Chamber of Commerce, an equal number of Moose and representatives of various other organizations including the Boy Scouts have agreed to help. But the big need is for trucks and drivers.

A statement from the campaign committee says that the No. 1 war material shortage is in waste paper. To assist in this emergency, Indianapolis will have a city-wide waste paper collection on Sunday, August 20.

Citizens are being urged to save

SOUTH BEND TEAMSTER TIPS FROM 364

By GEORGE B. CAMPBELL

On Sunday, June 25, Teamster members of Local No. 364, and several helpers from local youth organizations took part in a waste paper salvage drive. While not as many tons were collected as in former drives, still about 164 tons was collected. This was good considering that a former drive was held as recently as April 23 of this year.

President Biggs states that he had a letter from Captain Earl Keiter now overseas, and that Earl says he has not had any mail in quite a while, so he will appreciate a line from any of his former friends. His address is: Captain Earl Keiter, 4-91224 Headquarters S. O. S., APO 750, care Postmaster, New York, N. Y.

Your correspondent recently had a letter from Corp. Wm. Locke, former officer of Local No. 364, who is now back in Italy after having been in Sicily. Bill says he has never met a single man from South Bend or Mishawaka and he has been over almost two years now.

Your correspondent reports that an increase applied for to the National War Labor Board for the Sinclair Employes Local Branch has been approved, and also a two cent per hour increase for employees at the South Bend Electric Co.

A joint application for a voluntary increase for employees of about 20 coal yards has been submitted, and we will comment at a later date on the outcome of this and other cases pending.

Brother Bert Snyder, representative at Goshen and Elkhart is talking a little hoarsely these days, as he had his tonsils out recently. Not too hoarse, however, for some dump truck owners asserted that they had a little difficulty on a certain road job. I think John Hampshire heard him clear over at Ft. Wayne, because he called me shortly afterwards, as he had a few members working on the same job. Bert reports a contract signed with the Brooks Construction Co. of Fort Wayne, and says he has so many scattered road jobs that he should have a jeep to go across country and save time.

Agent William Hansen reports everything is in good shape among sales drivers, but an acute shortage of men has developed he says in the ice business and that coupled with an unusually hot run of weather has made it plenty difficult for some of our ice firms to give good service.

Agent Mike Granat of Drewry's Brewery says there is also a beer shortage and so Drewry's Beer must be getting more popular day by day. Good workers put out a good product and we take great pride in the fact that practically all of these workers are members of Local No. 364.

Business Representative Leo Bauer of the Freight Division says it's sure hot these days. We agree, but Leo came in the office about a week ago with a short shirt on that ran the thermometer up about ten degrees. Leo reports signing up quite a few ex-service men in freight business already.

We again take this method of thanking all the members who participated in the recent paper drive. It was quite a hot day and, lacking sufficient help, made your sacrifice that much more appreciated.

all their waste paper—books, magazines, corrugated paper, scrap paper and newspapers—for a curbstone collection. The drive is sponsored by civic, labor and business groups.